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PRICE ONE CENT.

## QUICK TIME HOME ON MID-AIR TRAINS.

Details of the Gould-Sage Plan for Rapid Transit on the "L."

Union Depot at One Hundred and Sixty-fifth Street and a Loop at the Battery.

Stations on the Proposed Double-Deck Road at Which Passengers May Get Off.

BICYCLISTS TO BE PROVIDED FOR.

According to Mr. McLeod's Estimate the Cost of the Improvements Will Be \$20,000,000—Official Conference Next Monday.

New Yorkers hanging from an "L" car strap as they ride downtown this morning may be pleased to learn that if the newly laid plan of Russell Sage and George Gould goes through they will in a few years be riding in an express train which will stop on the Sixth Avenue line at only the following stations:

One Hundred and Fifty-fifth street.  
One Hundred and Fourth street.  
Fifth Avenue street.  
Forty-second street.  
Fourteenth street.  
Franklin street.  
Rector street.  
South Ferry.

For the Third Avenue line, which is to be double-decked after the double-deckers of the Sixth Avenue line are in operation,

on West street.....1,800,000  
Twenty miles new structure north of Harlem.....1,800,000  
Drawbridge over Harlem River.....200,000  
Add for incidentals.....200,000  
Total.....\$3,000,000  
Thirty thousand horse-power steam plant.....1,200,000  
Thirty thousand horse-power in dynamo, etc.....500,000  
Tender wires from four stations.....1,000,000  
Four power stations.....200,000  
Construction of lines.....20,000  
Total.....\$5,500,000

To this must be added the cost of new structures north of the Harlem, which is estimated at \$5,000,000, making the total cost, in round figures, \$20,000,000.

**BICYCLE TRACK ALSO.**  
"There are no special engineering or physical difficulties," Mr. McLeod says, "in extending the Third and Sixth Avenue elevated roads north of the Harlem, as has been proposed, and such extensions are matters of detail, mostly controlled by questions of real estate or of consultation with the municipal authorities."

Mr. McLeod's plan of construction is, briefly, to build an upper structure above the present one by using independent posts alongside those now in use, for the upper structure. He would have the express road fitted out as are elegantly furnished railroad depots, and in each there would be an elevator. Another feature which has not yet been formally approved is to have a big union depot north of One Hundred and Sixty-fifth street above the junction of the Hudson River and New Haven roads. He would have the terminals of the New York Central at this point and then make arrangements so that passengers could be easily transported on the double-deckers. To make the system nearer perfect, it is Mr. McLeod's plan to have a belt line constructed so that a train could leave the union depot at One Hundred and Sixty-fifth street, run down on the Sixth Avenue line, round the Battery and return over the Third Avenue to the Union Depot again.

A novel suggestion for the double-decker is that a bicycle road be arranged for on the upper structure. Engineers say this could be easily done, when the road is built, either by having the bicycle tracks over the "L" tracks or alongside. The objection to having them overhead is that they would shut out light from the train.

## MORGAN BIDS FOR THE CUBAN BONDS.

A Rumor Credits Him with Offering 62 1-2 Per Cent. for \$9,000,000.

Minister Estrada Palma Confirms the Story as to the Price Offered.

He Does Not Know the Bidder, but Thinks It Must Be the Big Banker.

JUNTA WILL PROBABLY ACCEPT.

Gratifying Evidence of the Strength of Cuba as Seen from the Counting Room of a Calculating Financier.

Washington, D. C., April 27.—There is a well authenticated rumor here to-night that Pierpont Morgan bid 62 1/2 per cent. for \$9,000,000 of the Cuban loan. If this is true it is reasonable to suppose that he has only done it on information that favorable action will be taken by the President.

When told at the Astor House last night that there was a well authenticated rumor in Washington that J. Pierpont Morgan had bid for nine million dollars of the Cuban loan, President Estrada Palma, of the Cuban Junta, said:

"It is true that our committee has received one very large bid for our issue. The bid is for \$9,000,000, but I will not say the exact figure is 62 1/2."

"But is that figure approximately correct?"

"It is."

"Was it from J. Pierpont Morgan, or his firm, or his associates?"

"We think it is. Who else could bid so high? Until our committee meets we cannot say whether it will be accepted, but we know now Cuba's cause is strong."

"Do you think the present Administration is inclined to think better of Cuba?"

"Oh, I cannot speak for the Administration, but strong financiers have faith in us, undoubtedly."

"And when will your committee meet?"

"Very soon."

## SHE HAS A SMALL ARMY.

Besides a Cargo of Munitions of War the Bermuda Carries Four Hundred Men.

Jacksonville, April 27.—The steamer Bermuda, which took on a cargo of firearms and ammunition for the Cuban insurgents at this place last night, crossed the bar at the mouth of the St. John's River at 5 o'clock this morning, and is now well on her way to the island.

The Bermuda, however, does not carry munitions of war alone. There is good authority for the statement that she has on board 400 men who are anxious to aid in the fight for freedom now being waged in Cuba. About 150 of these men were on board when the Bermuda came into this port, and the other 250 were picked up here and at points down the river. Just before the steamer weighed anchor this morning the six large surf boats used in transferring the arms left the Clyde Line docks for the vessel.

Each was fairly well filled with men. When the boats reached the vessel, the men quickly scrambled up the ladder and then the surf boats were taken on board. The Bermuda then weighed anchor and with the assistance of the tug David Kemps, proceeded down the river.

Another one hundred men boarded the steamer at some point between Jacksonville and the bar. These men came from Fernandina on a special train furnished by the P. O. & F. R. They got off the train at Panama Park, on the river, seven miles from Jacksonville, boarded the tug Kate Spencer, which was in waiting and which hurried with them down to the Bermuda. It is claimed that of the four hundred men on the Bermuda only one-half are Americans. Colonel Layte Vidal is in command of the expedition. The second in command is Colonel Torres, of the Honduran Army. Vidal is a Cuban who has been in San Domingo.

**LOOKED LIKE A WARSHIP.**  
When the Bermuda crossed the bar at early dawn she looked like a warship. She had guns mounted fore and aft, and also guns amidships. The vessel is likely to need these guns before she reaches Cuba, for advice from Key West state that four Spanish warships are combing the east coast of Florida, hoping to meet the Bermuda.

When the news was received in Key West this morning that the Bermuda had left Jacksonville the Spanish Consul boarded the pilotboat Nonpareil and went out to three Spanish cruisers which were lying off the port. The Consul issued orders and two of the cruisers immediately proceeded northward. The warship Reina Mercedes went northward Saturday to intercept the Bermuda.

It is said at Key West the Spanish Government has ordered that the Bermuda be sunk or captured at all hazards, even if the work has to be done on the high seas or neutral waters invaded. The Spanish are aware that if the immense quantity of arms and ammunition carried by the Bermuda reach the insurgents the latter will be practically invincible. The Cubans, however, do not fear that the Bermuda will be taken. They say that she can run away from any Spanish war vessel, and that if she should be cornered the 400 men

## MESSAGES FROM FOREIGN MAYORS.

London, Paris and Vienna Speak in Congratulation and Otherwise on the Subject of Greater New York.

**CABLE MESSAGE.**  
**THE WESTERN UNION TELEGRAPH COMPANY.**  
INCORPORATED  
THOS. T. ECKERT, President and General Manager.

**TWO AMERICAN CABLES FROM NEW YORK TO GREAT BRITAIN. CONNECTS ALSO WITH FOUR ANGLO-AMERICAN AND ONE DIRECT U. S. ATLANTIC CABLES. DIRECT CABLE COMMUNICATION WITH GERMANY AND FRANCE. CABLE CONNECTION WITH CUBA, WEST INDIES, MEXICO AND CENTRAL AND SOUTH AMERICA. MESSAGES SENT TO, AND RECEIVED FROM, ALL PARTS OF THE WORLD.**

**OFFICES IN AMERICA:**  
New York: 21, 22, 23, 24, 25, 26, 27, 28, 29, 30, 31, 32, 33, 34, 35, 36, 37, 38, 39, 40, 41, 42, 43, 44, 45, 46, 47, 48, 49, 50, 51, 52, 53, 54, 55, 56, 57, 58, 59, 60, 61, 62, 63, 64, 65, 66, 67, 68, 69, 70, 71, 72, 73, 74, 75, 76, 77, 78, 79, 80, 81, 82, 83, 84, 85, 86, 87, 88, 89, 90, 91, 92, 93, 94, 95, 96, 97, 98, 99, 100.

**OFFICES IN GREAT BRITAIN:**  
LONDON: 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13, 14, 15, 16, 17, 18, 19, 20, 21, 22, 23, 24, 25, 26, 27, 28, 29, 30, 31, 32, 33, 34, 35, 36, 37, 38, 39, 40, 41, 42, 43, 44, 45, 46, 47, 48, 49, 50, 51, 52, 53, 54, 55, 56, 57, 58, 59, 60, 61, 62, 63, 64, 65, 66, 67, 68, 69, 70, 71, 72, 73, 74, 75, 76, 77, 78, 79, 80, 81, 82, 83, 84, 85, 86, 87, 88, 89, 90, 91, 92, 93, 94, 95, 96, 97, 98, 99, 100.

**Send the following message, subject to terms and conditions printed on back hereof, which are hereby agreed to.**

London April 26 1896

Through your correspondent I congratulate the Mayor of New York on extension of your city with best wishes for health welfare and happiness of people of enlarged New York.

Arthur Arnold

Chairman of London County Council

Paris, April 27.—A complete official return of the census of Paris for 1895 has just been published. It shows that the French capital has a population of 2,600,000. The population has increased a trifle over 80,000 since the last census was taken.

**THE POSTAL COMPANY'S SYSTEM REACHES ALL IMPORTANT PORTS IN THE UNITED STATES AND BRITAIN AMERICA, AND IN COMMERCIAL CABLES TO ALL THE WORLD.**

**TELEGRAM**  
The Company's TELEGRAMS AND CABLES REACHES ALL IMPORTANT PORTS IN THE UNITED STATES AND BRITAIN AMERICA, AND IN COMMERCIAL CABLES TO ALL THE WORLD.

Paris, April 26 1896

Journal New York

Le President du conseil municipal de Paris adresse ses plus vives et respectueuses félicitations à la ville de New York pour l'incorporation de Brooklyn et Staten Island. Il est heureux de cette circonstance qui lui offre de former les vœux les plus sincères pour la prospérité de la grande et illustre cité de la République pour le Président du conseil municipal de Paris a l'espoir que lors des fêtes internationales qui se tiendront à Paris la fin de ce siècle les deux municipalités de New York et Paris trouveront l'occasion de se rencontrer et de fortifier les sentiments fraternels qui unissent les citoyens des deux villes pour le Président empêché par la maladie.

Vienna, April 27.

I am only in a position to make general remarks, which are based on my experiences. We have gained here in Vienna a union of municipal communities which is only in the interest of all parties when the relations

(Continued on Second Page.)

## SENATORS OPPOSE PLATT'S SCHEME.

Plan to Hamper the Greater New York Commission Finds Small Favor.

Lexow Introduces the Resolution Agreed Upon at the Platt Conference.

Claim Is Made by Him That the Proposed Investigation Will Be a Great Benefit.

CANTOR SAYS IT WILL BE USELESS.

Republicans, Too, Object to Interference With the Present Plan—Names Already Suggested to Governor Morion.

Albany, April 28.—Senator Lexow at midnight introduced a resolution prolonging the life of his Greater New York Committee during the recess of the Legislature.

The joint sub-committee is empowered by the resolution to investigate the municipal departments embraced in Greater New York, to take testimony, subpoena and examine witnesses and to compel the production of books, papers, records and documents. The committee is to make a report not later than January 15, 1897.

The resolution carries out exactly the plan agreed upon by Mr. Platt and his lieutenants at the Fifth Avenue Hotel in New York on Sunday.

"Is that the product of the Fifth Avenue Sunday School?" inquired Senator Cantor, with marked sarcasm, when the resolution was read. There was no reply.

"Then I move the resolution be laid on the table for printing," said Mr. Cantor. This was done.

**OPPOSITION IN THE SENATE.**

The Platt plan is meeting with opposition from unexpected quarters. Not only are the fourteen Democratic Senators opposed to it, but in addition it is safe to say that among the Republican Senators who view the proposition with suspicion, are Senators Mullin, Stranahan, Higgins, Malby, Pavey, Coggeshall, Tibbitts, Humphrey, George W. Davis and Seibert.

The opposition, in other words, musters 24 votes, or only one vote less than half the total membership of the Senate. This number may be augmented, while on the contrary it may be decreased through the operations of the familiar machine methods, but whatever the result the fight will be bitter.

The object of the continuance of the sub-committee of the Office Committee, which prepared the Greater New York bill now pending before the Governor, is to hamper the commission provided for in that bill. The project is looked upon as a last despairing effort of Mr. Platt to make the consolidation of the localities involved, a political rather than a purely civic operation.

Mr. Lexow takes the ground that the New York commission, as provided for in the bill pending before the Governor, cannot be given power to summon witnesses and send for books and papers. Early this afternoon he produced the impression upon those with whom he talked that the proposed commission had not been given this power. All to whom he told this rushed to their bill files and there discovered that the commission had in specific terms been given this authority.

**SENATOR LEXOW EXPLAINS.**

"What is the object, the utility of this Legislative commission?" he was asked. "The Legislative commission is intended to work as an auxiliary to the Greater New York Commission," replied Mr. Lexow. "It is now seriously questioned if the Legislature can confer judicial powers on a commission."

"That is provided for in the bill, is it not?" he was further asked. "Yes; but there is a judicial decision bearing on the subject," replied Mr. Lexow, "and this decision prohibits a Legislature delegating to judicial powers. As a commission, if the Commission itself hampers because some one refused to give information, the legislative committee would be found available. That is the utility of the legislative committee. It is to act in conjunction with and as a help to the Commission."

It is quite clear as to the result of the Commission and legislative committee working on the same lines. The Commission might prepare a barrier, equal and giving no political advantage to either party. The legislative committee, which, in the meantime, would have been busy at work giving hearings and holding investigations, would present bills it had prepared, all these bills giving a party advantage. There would be a clash, aside from the implied insult to the Greater New York Commission.

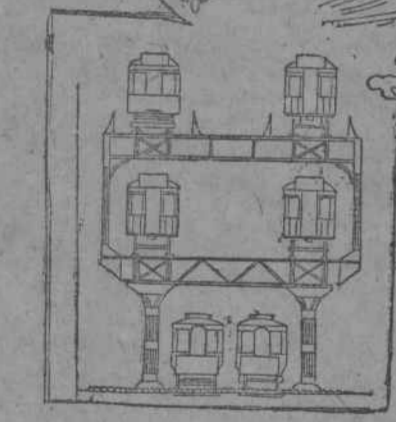
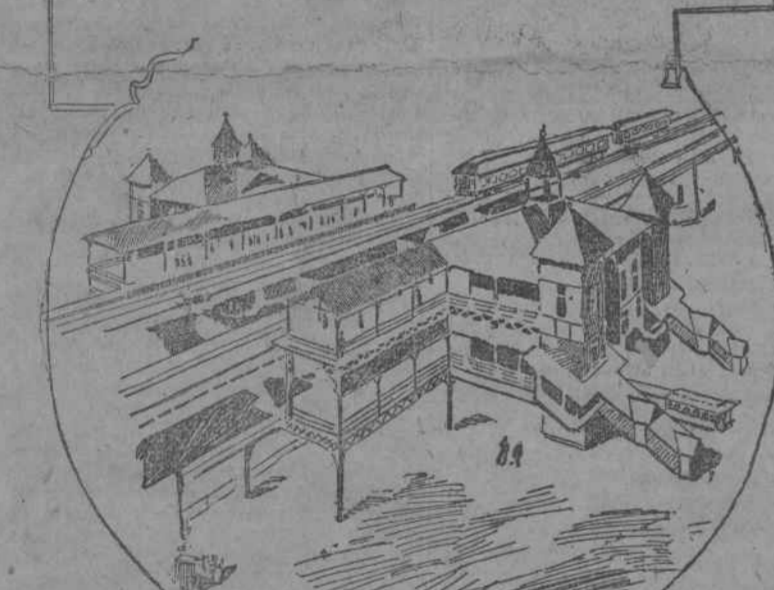
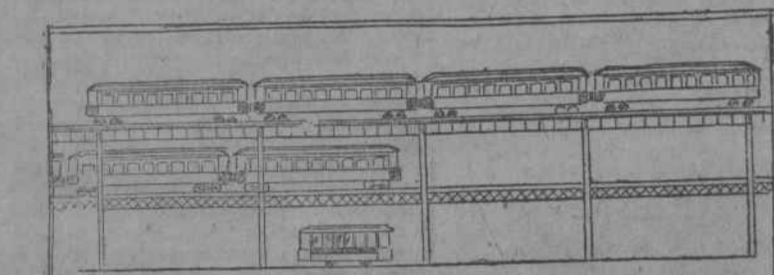
**A CHOICE OF CHARTERS.**

In other words, charters would be handed to the Legislature, one prepared by the Greater New York Commission, the other by the Lexow committee. If the Legislature next year were a Platt institution, it could take its choice. To obviate any such outcome of a noble enterprise the Democrats and Independent Republicans propose to oppose this resolution. Senator Mullin said this evening:

"I see no earthly use for this proposed investigation. It gives some of the Senators something to do this Summer, but I cannot see where it accomplishes any practical good."

Senator Stranahan, whose discretion and fairness have brought him popularity among legislators, and who is chairman of the Senate Cities Committee, said:

"I believe in giving the Greater New York Commission a fair chance. I think it should not be interfered with. Anything this Commission will have to offer in the shape of proposed legislation will have the confidence of the people. I should favor giving the Commission an opportunity



## HOW THE NEW "L" ROAD WILL APPEAR.

When Mayor Strong returns from his Ohio trip, Messrs. Gould & Sage will have ready for his inspection all the plans for the double-decker elevated road, which they think will solve the problem of rapid transit.

The stations to be stopped at by express trains are mapped at present as follows:

One Hundred and Twenty-ninth street.  
Ninety-eighth street.  
Seventieth street.  
Forty-second street.  
Fourteenth street.  
Franklin square.  
City Hall.

The pleasure of these trans-Manhattan Island express trips is to be increased, if present plans are accepted, by the fact that the passengers will ride in fully equipped cars on a track above those now in use, and at least thirty-five feet in the air, where there will be light and refreshing currents of atmosphere on the most oppressive Summer days.

It is now very generally understood that A. A. McLeod has hit upon the double-deck plan which engineers declare most practical, and which meets the views of Manhattan officials. This plan was submitted to Russell Sage several months ago, and from it this extract is taken:

**MCLEOD'S SCHEME.**

The proposed double-decking of the elevated lines can be carried out for the territory south of Harlem, entirely irrespective of what may be done north of the Harlem afterward, the two problems being independent of each other. Here is the expense plan:

Twelve mile structure to be double-decked at \$800,000.....\$4,800,000  
Two mile structure to be rebuilt at \$200,000.....200,000  
Two and one-half miles new structure.....1,200,000

It is argued that the Manhattan company would make a profit out of the venture by charging a small toll, say two cents for each wheelman.

The plans are to be discussed further at another conference on Monday.

## ICYCLISTS UP IN THE AIR.

Breezy Rides for Scorchers if the Elevated Road's Plans Are Accepted and Carried Out.

A grand elevated bicycle course is to form part of the Gould-Sage syndicate double-decker rapid transit plan. The scheme is to build an eighteen-foot flat roof over the upper tier of the proposed double-decked elevated system and divide it into two cycle roads, so that riders can have what is known as a return path.

It is proposed to make this bicycle road entirely of Georgia pine, as smooth as the flooring of a dancing hall, and have it guarded on either side by an iron wall five feet high.

The plans and details will be submitted to the Mayor in about eight days. They are now in the hands of the chief engineer of the Manhattan Elevated Railway Company. George J. Gould has approved of the idea, and Russell Sage is carefully looking over the estimated cost, which has been roughly placed at \$8,000,000. If the Mayor approves of it, he will personally present the plans, as a whole, to the Rapid Transit Commission.

The bicycle roads are to be over the Second, Third, Sixth and Ninth Avenue "L" structures. Beginning at the Battery, the cycle is to be lifted to the road by means of a steam elevator, and he can then ride up to Yonkers on the West Side, or he can make a circuit below the Harlem. Along the route it is proposed to have elevators about a mile apart for cyclists who may desire to visit any particular part of the city.

The advantages claimed for the plan of putting all bicycle riders above the elevated trains are:

First—That the cyclists have become so numerous that it is absolutely necessary to keep them off the streets and boulevard.

Second—That it will be safer in every way, avoiding the danger of contact with carriages and all kinds of business vehicles.

Third—That it will be a delightful pleasure.

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